

Beachville Road
SM-910
St. Mary's County
St. Inigoes vicinity
17th century
Public

Located at the southeastern end of St. Mary's County, Beachville Road is a rural road that extends from Route 5 (Point Lookout Road) west and south along the spine of St. Inigoes Neck, a peninsula formed by the St. Mary's River and Smith Creek. The documented segment of the road extends 3.2 miles from Jutland Road to Kitt's Point at the base of St. Inigoes Neck. The roadway is asphalt paved and varies from 16 feet to 27 feet in width. The northern half of the documented road passes through the late 19th-century, African-American village of Beachville (or Gum Landing) and borders a 1940s Naval Air Station facility. The southern half of Beachville Road traverses a historic agricultural landscape that incorporates cultivated fields and a number of 18th- and 19th-century tobacco barns.

Beachville Road likely originated as a 17th-century path leading to tenant farms on Jesuit lands on St. Inigoes Neck. In 1637, the Jesuits purchased more than 2000 acres of land between Smith Creek and the St. Mary's River; the surveyed portion of Beachville Road lies almost entirely within this tract. The southern portion of Beachville Road runs through land that is still owned by the Roman Catholic Church and leased to farmers. This portion of the road retains significant elements of the historical agricultural landscape, including the placement of farms near the waterways and a collection of tobacco barns and other farm buildings that date from the 18th through the 20th centuries. The northern portion of the road retains elements of its agricultural history, but it also has significance for its association with the African-American community of Beachville (or Gum Landing), which was founded in the 1890s. Located near the intersection of Beachville Road and Grayson Road, the community remains visible today in the dwellings that stand near the roadway and in the mid-19th century tobacco barn that was used as a community meeting place and dance hall. Since 1960, the population of Beachville has declined, and most of the road has been paved.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-910

1. Name of Property (indicate preferred name)

historic Beachville Road (preferred)

other County Road 30533

2. Location

street and number Election District No. 1, Road runs southwest from Jutland Road to the Potomac River ☐ not for publication

city, town St. Inigoes ☒ vicinity

county St. Mary's

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. SM-910

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Located at the southeastern end of St. Mary's County, Beachville Road is a rural road that extends from Route 5 (Point Lookout Road) west and south along the spine of St. Inigoes Neck, a peninsula formed by the St. Mary's River and Smith Creek. The documented segment of the road extends 3.2 miles from Jutland Road to Kitt's Point at the base of St. Inigoes Neck. The roadway is asphalt paved and varies from 16 feet to 27 feet in width. The northern half of the documented road passes through the late 19th-century, African-American village of Beachville (or Gum Landing) and borders a 1940s Naval Air Station facility. The southern half of Beachville Road traverses a historic agricultural landscape that incorporates cultivated fields and a number of 18th- and 19th-century tobacco barns.

Location

Beachville Road is located in the southeastern section of St. Mary's County in the county's first Election District. The road extends southwest from its start point at State Route 6 (Point Lookout Road) to its end point at Smith Creek. The road forks approximately one half of a mile before the end of the peninsula, with one section continuing straight as a private, dirt and gravel road, and the other section traveling to the east where it ends at St. Inigoes Landing, a public boat landing on Smith Creek. From its start point at the east, the road runs west along the northern headwaters of Jutland and Smith Creeks and then turns south and continues the length of St. Inigoes Neck, a peninsula defined by the St. Mary's River on the west and Smith Creek on the east. The road continues the length of the peninsula, ending at Kitt's Point. Only the section of road between Jutland Road and Smith Creek was surveyed. This portion is approximately 3.2 miles in length and includes the turnoff to St. Inigoes Landing. This section was chosen because it retains the most historic integrity and is accessible to the public.

Detailed Description

The Roadway

Beachville Road is an asphalt-paved, minor collector route that for a short distance west of Jutland Road is 27 feet wide and incorporates three-foot paved shoulders; the remainder of the roadway is 18 feet wide and incorporates intermittent gravel shoulders. The road narrows visibly and the lane markings disappear just south of the Patuxent River Naval Air Station, Webster Field Annex property. The travelway contains two lanes, one in each direction, that are marked by a double yellow line painted down the center of the road and white painted lines on either side of the road. The markings exist between Jutland Road and the southern entrance to Naval Air Station property. There are no painted traffic lanes after the base entrance at approximately mile 1.5. The road is paved with asphalt and in good condition throughout its length. Its horizontal alignment is mostly a straight thoroughfare with one long, gentle curve as it turns southward past Smith Creek. The roadway is noticeably level and sits predominantly at grade with the surrounding landscape. The road has a low-pitched crown throughout its length. Low asphalt curbs border the roadway near the intersection with Jutland Road. The curbs are in good condition, but are overgrown with grass and weeds.

The roadway traverses several culverts designed to address intermittent water flow. These culverts mostly consist of metal pipes, the notable exception being the concrete culvert located just west of the intersection with Jutland Road. This culvert exists so that Beachville Road may traverse a tributary that runs north-south to the northernmost branch of Smith Creek.

The Right-of-Way

The right-of-way includes informal, grassy shoulders, except near the intersection with Jutland Road, where there are narrow gravel shoulders. Between Jutland and the turnoff for the public landing, there are informal swales along both sides of the road. The swales are deep and steeply pitched near the road's intersection with Jutland Road and then become shallower as the road travels down the peninsula. A wood-post and metal-cable guardrail exists within the public landing on the south side of the curve, approximately 0.15 miles before the road ends at Smith Creek. Recent speed limit, traffic control (stop) signs, warning signs, and street name signs appear intermittently within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts or round metal

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pipes. There is also a painted wood "St. Inigoes Landing" sign and a metal gate located on the south side of the road at the turnoff to the landing. Private property owners have posted a variety of property identification signs that include names and addresses of the properties.

For approximately two miles from the intersection with Jutland Road, electric and telephone utility lines, strung on pine poles, line both sides of the Beachville Road. The lines then continue on the west side of the road to the turnoff for the St. Inigoes Landing, approximately one half of a mile before the end of the peninsula. There is also a six-foot high chain link fence, topped with barbed wire, that runs along the north side of the road for approximately 0.6 miles, the length that the road borders the Patuxent River Naval Air Station, Webster Field Annex.

There appears to be an abandoned road section near the curve that is located 1.75 miles west of the intersection with Jutland Road. This segment may be the result of a straightening of the road in order to make it safer. The segment is clear of wooded growth, but is unpaved.

Beachville Road is accessed by several residential and agricultural driveways. These driveways are surfaced with gravel or dirt and usually traverse metal pipe culverts installed to allow water to move along the swales that flank Beachville Road.

The Setting

Located on the southern half of the peninsula occupied by St. Mary's County's western shore, Beachville road traverses a rural area generally characterized by agricultural fields, patches of heavily wooded forests, and single-family residential construction. The agricultural properties generally consist of isolated or grouped farm buildings (such as barns) that range in date from the 18th through the 20th centuries, and smaller outbuildings. The 20th-century residential construction is sparse and features low massing; therefore, it does not detract from the agricultural setting.

The agricultural setting changes significantly in Beachville Road's mid-section, where it becomes the southeastern boundary of the Patuxent River Naval Air Station, Webster Field Annex. The asphalt runways and associated industrial buildings are set back but are clearly visible. There is a chain link fence between Beachville Road and the annex and a dirt-surfaced security road that runs parallel to the chain link fence just inside the perimeter for the length of the annex. The presence of the annex creates intermittent, intensified traffic. The setting also differs near the road's terminus, where it is flanked on both sides by marshland.

There are several properties along Beachville Road that have been previously surveyed and included on the Maryland Inventory of Historic Properties (MIHP). The Rook (MIHP# SM-180), is accessed from Jutland Road, but is visible from and contributes to the setting of Beachville Road. The Rook is located west of Jutland Road, approximately 0.25 miles from Beachville Road on a small area of high ground between Jutland Road and a stream that runs south to Smith Creek. The 2-story, brick house was constructed during the mid-19th century to replace a previous structure destroyed by fire; it has been renovated several times.

The barn (MIHP# SM-599) associated with Cross Manor stands on the north side of Beachville Road, approximately one tenth of a mile from the intersection with Jutland Road. Oral history and architectural evidence suggest that the barn was used as a meeting hall by African American residents of Beachville during the late 19th century. Built in the mid-19th century, the barn is located on land historically owned by the Jesuits. The gable-roofed barn with flanking shed-roofed, side wings sits on the south side of a heavily wooded area and is visible from Beachville Road.

The hamlet of Beachville contains a cluster of late 19th- to early 20th-century frame residences that are located near the intersection of Grayson and Beachville Roads. The community, also known as Gum Landing, was settled by African American farmers and

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watermen after the Civil War.¹ The existing structures, some of which have been surveyed, are in varying condition. They include: the St. Ignatius Smallwood House (MIHP# SM-290), which is not visible from the road; the Richard Medley House (MIHP# SM-289); the John Medley House (MIHP# SM-288), which was not observed during the present fieldwork; the Charles Medley House (MIHP# SM-287), which was not observed during fieldwork; the Mortimer Cole House (MIHP# SM-286); the Willie Carroll House (MIHP# SM-285), which was not observed during fieldwork; the Samuel E. Carroll House (MIHP# SM-284); and the Christopher Butler House (MIHP# SM-283). Several of these structures, as well as those not yet surveyed, are visible from the road. Many are vacant and in advanced states of disrepair, but their massing, design, and close proximity continue to convey the original settlement.

Another previously surveyed structure includes the Barn at St. Inigoes (SM-661), an early 19th-century tobacco barn constructed for the Jesuit order, which has continuously owned the land since the 17th century.² This steeply-pitched, gable-roofed barn is located east of Beachville Road, approximately 1.75 miles south and west of the road's intersection with Jutland Road.

The southernmost documented property in the vicinity of Beachville Road is the House on Kitt's Point (MIHP# SM-223). This 1.5-story, pre-20th-century house sits near the end of St. Inigoes Neck on a private, inaccessible road. The house is not visible from Beachville Road.

¹ MIHP SM-283, Christopher Butler House. Surveyed by Kirk E. Ranzetta, August 2000.

² MIHP SM-661, Barn at St. Inigoes. Surveyed by Kirk E. Ranzetta, August 17, 1998.

8. Significance

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Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 17th through 20th century **Architect/Builder** Unknown

Construction dates 17th century with 19th & 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

Beachville Road likely originated as a 17th-century path leading to tenant farms on Jesuit lands on St. Inigoes Neck. In 1637, the Jesuits purchased more than 2000 acres of land between Smith Creek and the St. Mary's River; the surveyed portion of Beachville Road lies almost entirely within this tract. The southern portion of Beachville Road runs through land that is still owned by the Roman Catholic Church and leased to farmers. This portion of the road retains significant elements of the historical agricultural landscape, including the placement of farms near the waterways and a collection of tobacco barns and other farm buildings that date from the 18th through the 20th centuries. The northern portion of the road retains elements of its agricultural history, but it also has significance for its association with the African-American community of Beachville (or Gum Landing), which was founded in the 1890s. Located near the intersection of Beachville Road and Grayson Road, the community remains visible today in the dwellings that stand near the roadway and in the mid-19th century tobacco barn that was used as a community meeting place and dance hall. Since 1960, the population of Beachville has declined, and most of the road has been paved.

Historical Narrative

Much of Beachville Road lies within St. Inigoes Manor, on a 2000-acre tract of land on St. Inigoes Neck that the Jesuits purchased from Thomas Gerard in 1637. Today, more than 900 acres of this land is still owned by the Roman Catholic Church. The Jesuits came to St. Mary's County with the first colonists in 1634 to proselytize among the English settlers and the Native Americans. After purchasing St. Inigoes Manor in 1637, the Jesuits soon established a plantation northwest of Beachville Road at Priest Point. From St. Inigoes Manor, the Jesuit priests traveled throughout the county to minister to Catholic families and to attempt to gain converts. By the early 1640s, the plantation (MIHP #SM-14) included agricultural buildings, servants' housing, and a blacksmith shop. After 1704, the property included a chapel as well. The main road leading to the plantation and church was present-day Villa Road. Beachville Road may have originated as a 17th-century path leading from the Jesuit manor house and Point Lookout Road to St. Inigoes Fort (a 17th-century fortification at Fort Point) and to tenant farms on Jesuit lands in the southern portion of St. Inigoes Neck.

Documentary references to planters and farmers living at St. Inigoes suggest that the Jesuits began leasing the southern portion of St. Inigoes Manor soon after they acquired it. In the 17th and 18th centuries, these early tenant farmers – like most colonists in St. Mary's County – relied primarily on the waterways for travel and transport. Thus, Beachville Road would have been a secondary travel route. The significance of water-based transportation is evident in the placement of early houses near waterways rather than roads. Although no colonial tenant farms remain along the southern section of Beachville Road, this pattern of houses being situated closer to the water than to the road remains. It is possible that the existing farms, several of which contain buildings that date to the late 19th and 20th centuries, stand on sites occupied in the colonial era, when the waterways were the primary transportation routes.

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A map compiled in 1857 depicts the road leading down the peninsula to Kitts Point and identifies two tenant farms and their occupants. A farm occupied by Coles (or Cole) was located on the west side of Beachville Road on Chicken Cock Creek; the Gibson farm was situated on Smith Creek. (Although neither property retains a 19th-century house, both properties are still occupied.) The map does not show the house on Kitt's Point (MIHP #SM-223), but that house was likely erected prior to 1870. An 1865 map of the county shows the southern section of Beachville Road as a "Private Road." It appears to be the only private road depicted and labeled on the map, suggesting that it may have been as well-traveled as a public road but that it remained private because it lay entirely within Jesuit lands.

The northern portion of the road developed more rapidly in the 18th and 19th centuries. This section served residents of The Rook (MIHP #SM-180), a late 18th-century plantation located at the southwest corner of Beachville Road and Jutland Road. In addition, travelers from the south may have followed Beachville Road to Grayson Road, which led to the Jesuit plantation, St. Ignatius Roman Catholic Church (MIHP #SM-15), Cross Manor (MIHP #SM-3), and Grayson's wharf on St. Inigoes Creek. By 1802, the section of Beachville Road that passed The Rook was designated a public road.

During the 19th and early 20th centuries, the southern portion of Beachville Road remained a rural farm road that served tenant farmers on Jesuit lands on St. Inigoes Neck. Maps from the late 19th and early 20th centuries show at least five tenant farms on the peninsula. The presence of tilled fields and early 20th-century tobacco barns along Beachville Road reflects the area's continued rural character. The farms stand near the waterways, with unimproved roads or driveways connecting them to the road. Their location near the waterways rather than the roads may reflect a continued reliance on waterways as a means of transporting goods as well as the importance of fishing and oystering to the diets and income of farm families in St. Mary's County in the early 20th century.

In the 1890s, an African-American community known as Beachville or Gum Landing developed along Beachville Road near the intersection with Grayson Road. A significant portion of the buildings in the community stood close to Beachville Road; additional buildings were set back from the south side of the road, between it and Gum Landing at the head of Smith Creek. According to local residents, the Barn at Part of Cross Manor (MIHP #SM-599) was used as a community meeting place and dance hall. Watermen who resided in the town likely did not use the road extensively, since they could launch boats from Gum Landing and travel by boat to sell their catches at Wynne, located at the mouth of Jutland Creek, or at points further up the Potomac River. However, many of the residents of Beachville were farmers, and their proximity to Beachville Road and Grayson Road facilitated transporting goods to the steamboat wharf to the north on St. Inigoes Creek. In addition, the road served as an important travel route for African-American residents to reach the school at St. Inigoes (MIHP #SM-570) and churches located along Point Lookout Road.

The development of the town of Beachville, combined with the expansion of the town of St. Inigoes to the west, transformed the northern section of Beachville Road from a rural byway into a village road. The contrast between the northern and southern sections of Beachville Road is readily apparent on the 1939 General Highway map of the county. The section between Point Lookout Road and the western edge of Beachville featured clusters of dwellings (as well as an abandoned schoolhouse) set close to the road. The road was graded, drained, and surfaced with loose gravel or shell. South of Beachville, the houses were set well back from the road, which was graded and drained but unsurfaced.

In the 1930s and 1940s, the presence of federal programs and facilities contributed to further changes to Beachville Road. According to oral histories, during the Great Depression, the Works Progress Administration offered work in Beachville. The informant did not describe the work that was available there, but it may have been road work. The establishment of the U.S. Navy facility at Webster Field in the early 1940s altered the setting of the northern portion of the road just south of Beachville. The primary point of access to the base is located on Villa Road, but the presence of Webster Field did lead to road improvements on Beachville Road. By 1959, the road was almost entirely surfaced, with the only unimproved portions located at the southern end where it became a private drive for the house at Kitts Point. By 1976, almost the entire length of the road was paved. The presence of the base had little impact on the

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rural character of the southern portion of Beachville Road, since the land is still owned by the Jesuits and leased to farmers. As was the case in many African-American communities founded in the late 19th and early 20th centuries, the population of Beachville declined after the 1960s as more economic opportunities and housing options became available in the aftermath of the Civil Rights Movement.

9. Major Bibliographical References

Inventory No. SM-910

See continuation sheet.

10. Geographical Data

Acreage of surveyed property approx. 8.3 acres
Acreage of historical setting approx. 600 acres
Quadrangle name St. Mary's City/St. George's Island Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

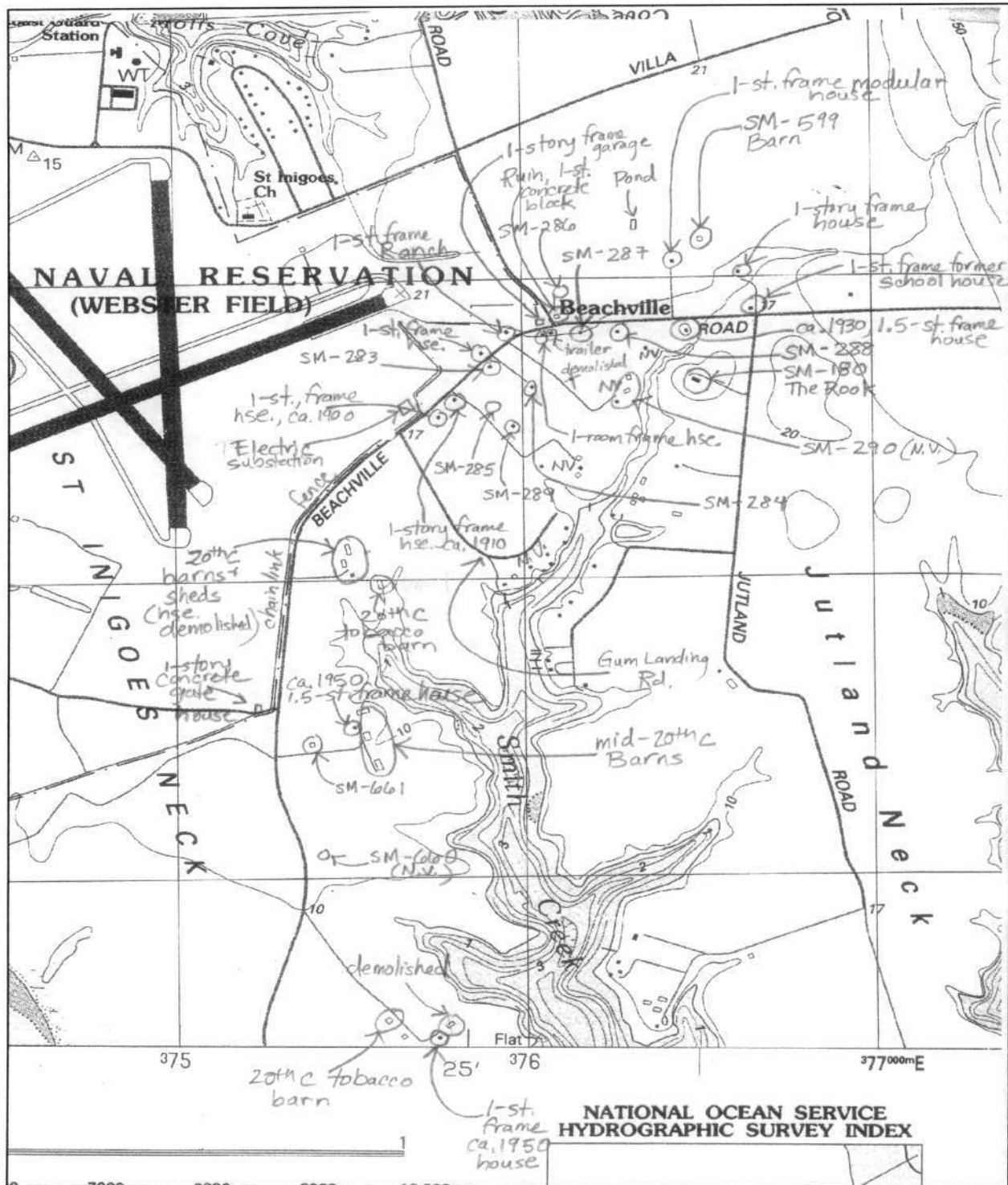
Inventory No. SM-910

Name
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Major Bibliographical References

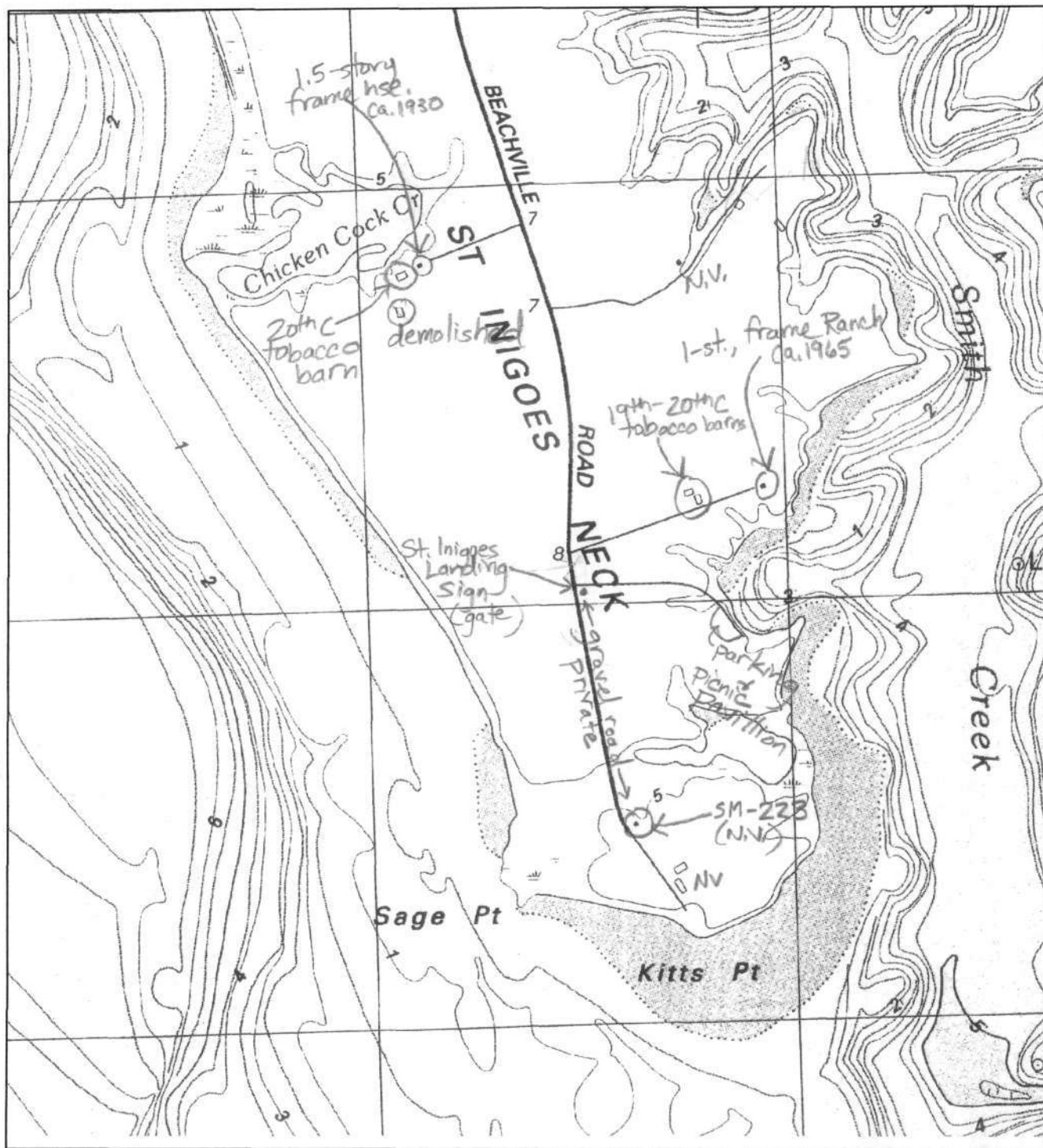
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- Marks, Bayly Ellen. "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840." *Journal of Historical Geography* 8:2 (1982): 113-127.
- Maryland Inventory of Historic Places Forms, SM-3, SM-14, SM-15, SM-180, SM-223, SM-283, SM-284, SM-285, SM-286, SM-287, SM-288, SM-289, SM-290, SM-570, SM-599, SM-661. Available at the Maryland Historical Trust.
- Ranzetta, Kirk. *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form, 2000



SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Resource Sketch Map (Page 1 of 2)
 Not to scale



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-910 Beachville Road
St. Inigoes vic.

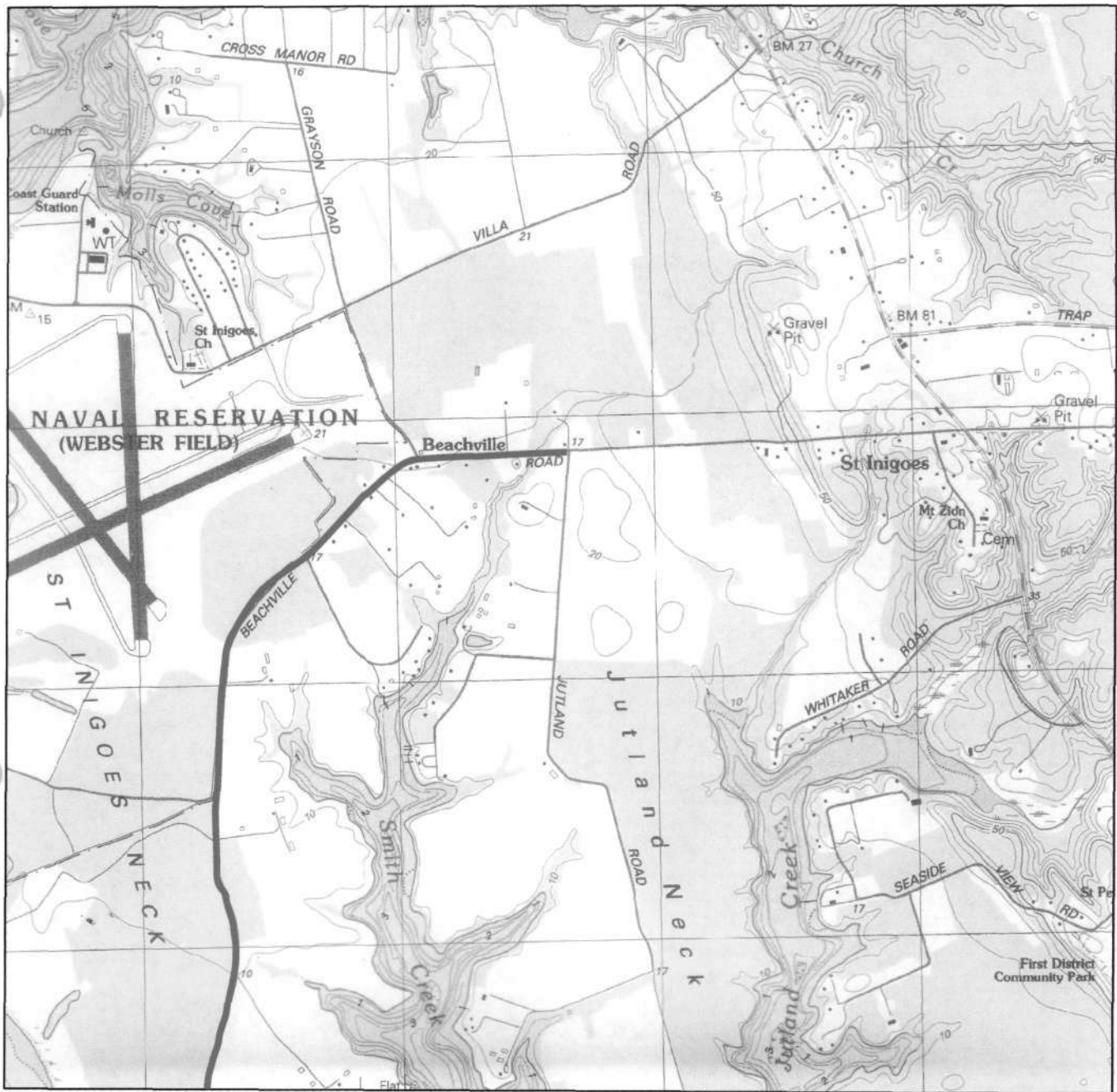
St. Mary's County, MD

Resource Sketch Map (Page 2 of 2)

Not to scale



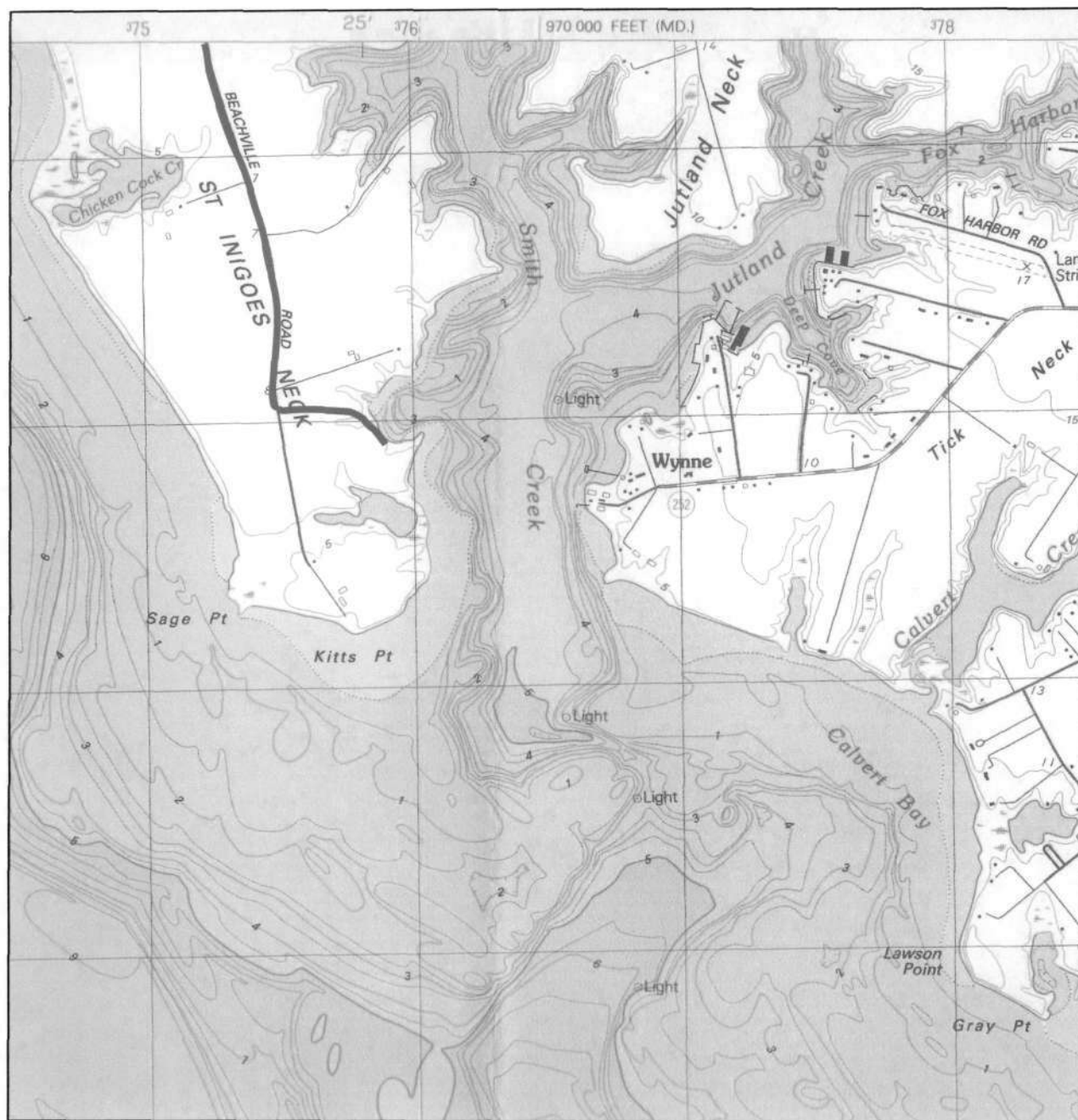
Source: USGS "St. George Island"
Quadrangle Map
1987



SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 1 of 2)
 Scale 1:24,000



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 2 of 2)
 Scale 1:24,000



Source: USGS "St. George's Island"
 Quadrangle Map
 1987



SM-910

Beachville Road

St. Inigoes vic.

St. Mary's County,
MD

2003 Aerial
Orthophotos

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



Service Provided by St. Mary's County

0 0.79mi



SM-910

Beachville Road

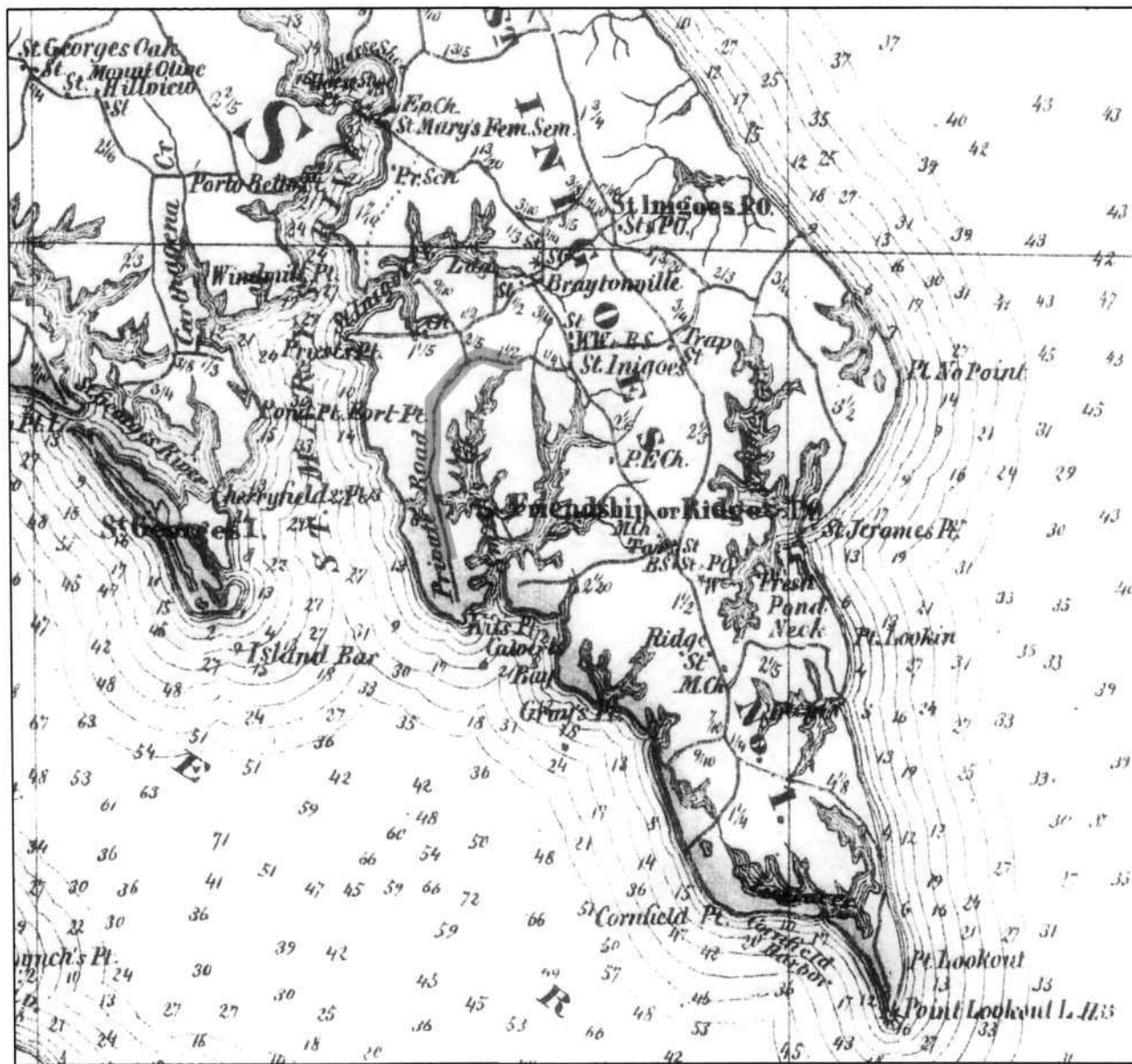
St. Iniges vic.

**St. Mary's County,
MD**

Historic Map

Not to Scale

Portion of J.J. Abert and J.
Kearney's *Map of the Patuxent
and St. Mary's Rivers,
Maryland*. Surveyed 1824;
compiled 1857. The location of
Beachville Road is highlighted.



SM-910

Beachville Road

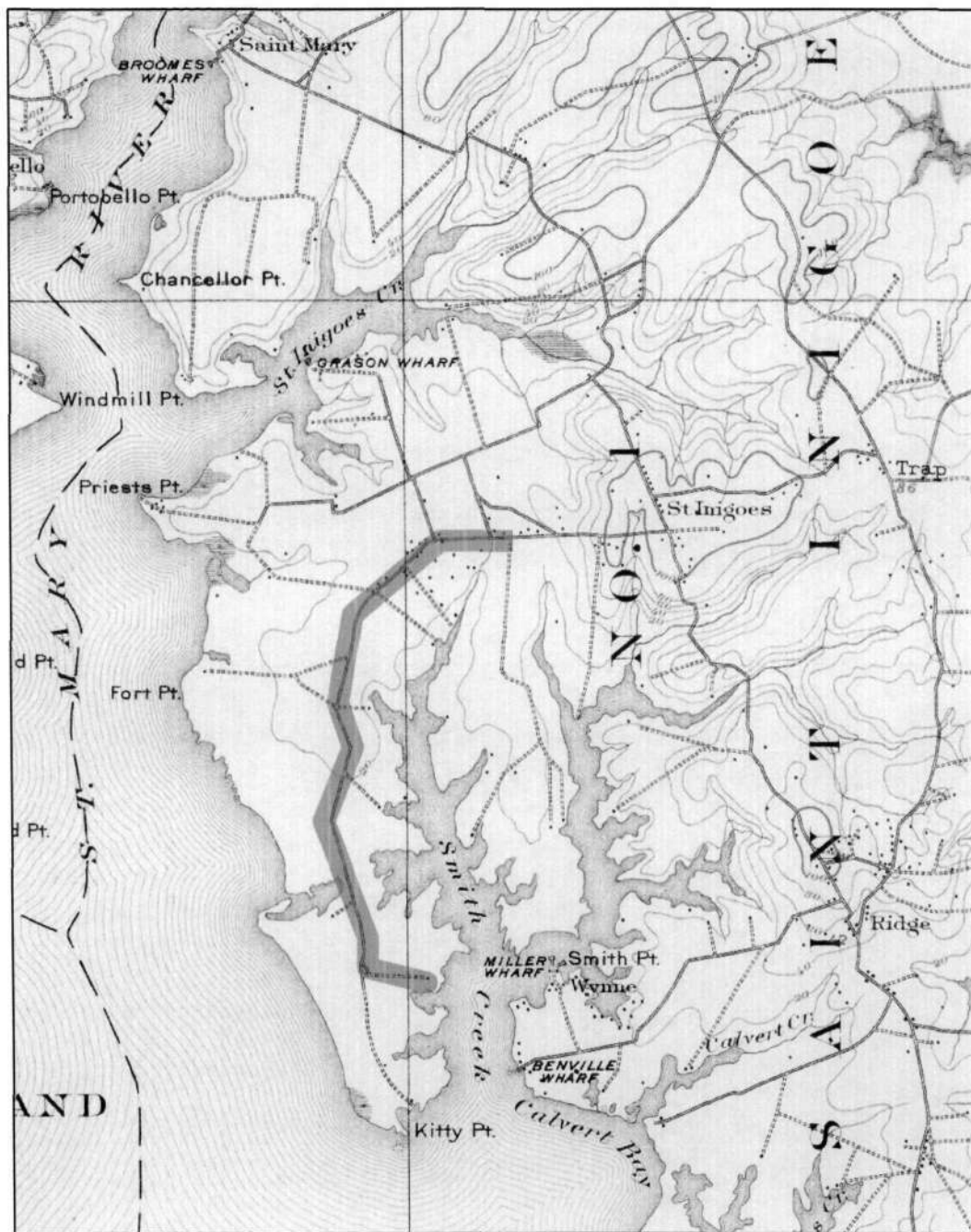
St. Inigoes vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Simon J. Martenet's
1865 *Map of Maryland:
Including the District of
Columbia, a Sketch of
Delaware, and a Portion of
Northern and Eastern Virginia
Showing Some of the Most
Interesting Localities of the Late
War.* The location of Beachville
Road is highlighted.



SM-910

Beachville Road

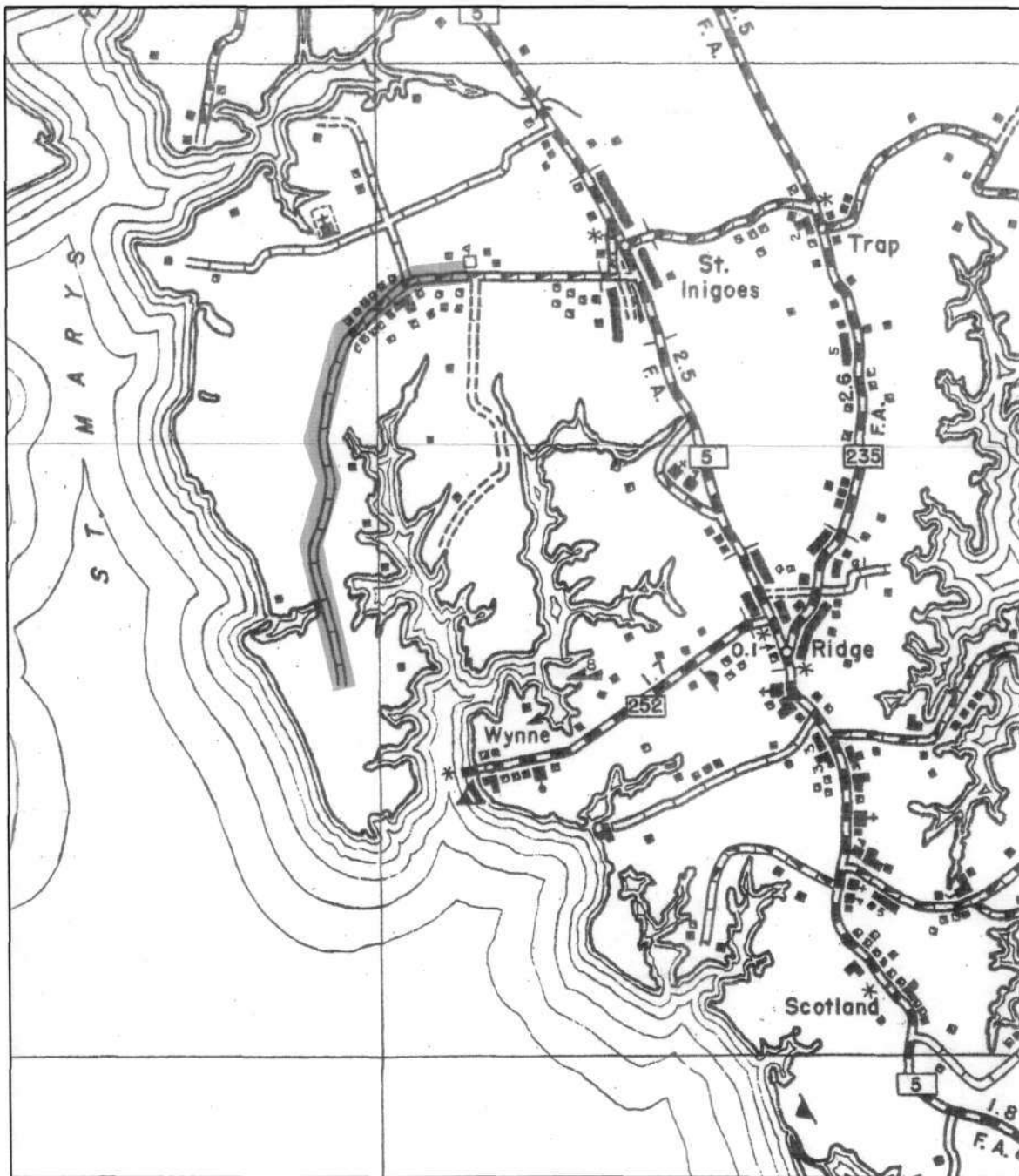
St. Inigoes vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, *Point
Lookout, MD Quadrangle* (15
Minute Series), 1912. Maptech
Historical Topographical Maps.
The location of Beachville Road
is highlighted.



SM-910

Beachville Road

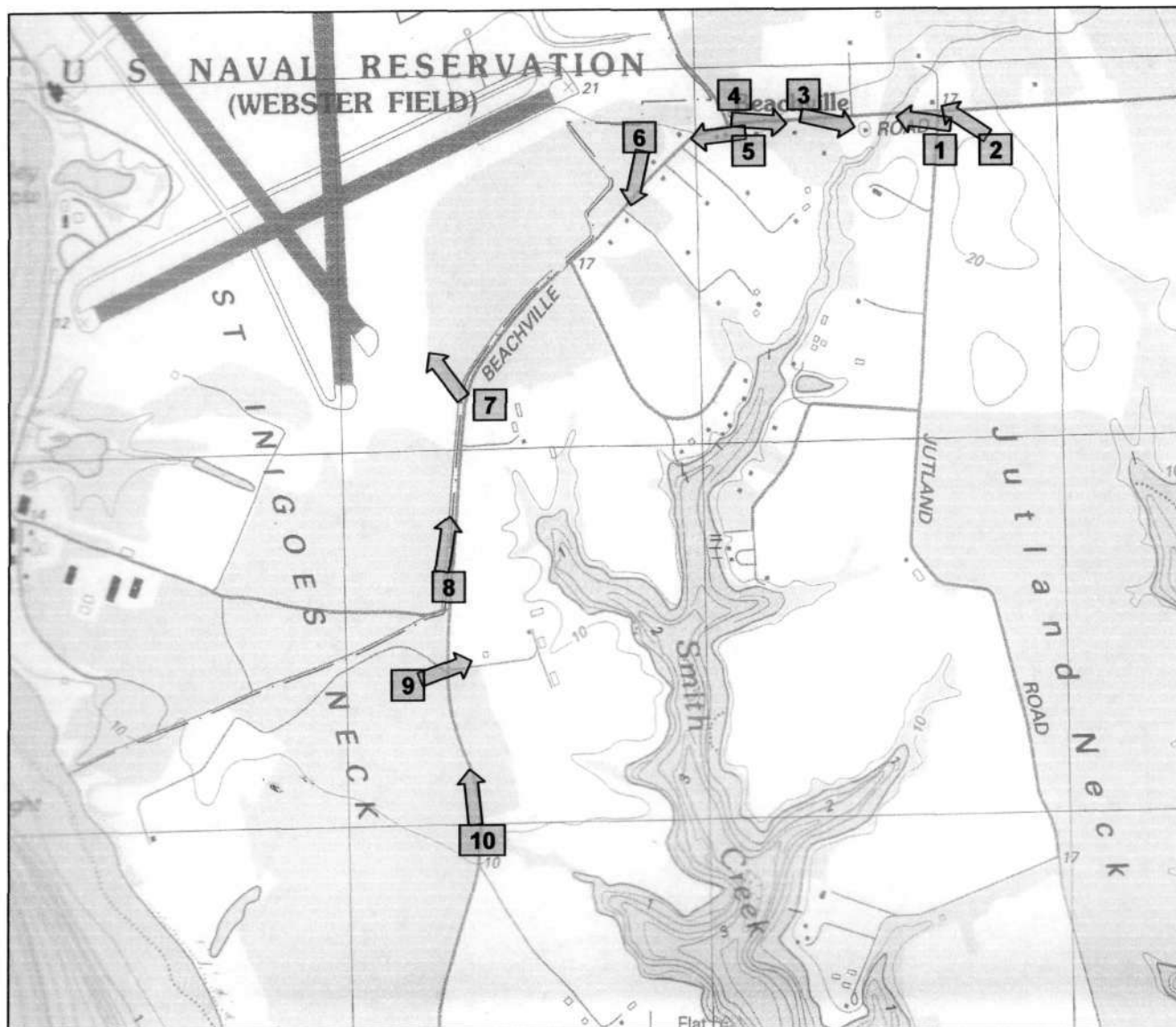
St. Inigoes vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland*. 1937;
revised 1939. The location of
Beachville Road is highlighted.



SM-910 Beachville Road

St. Inigoes vic.

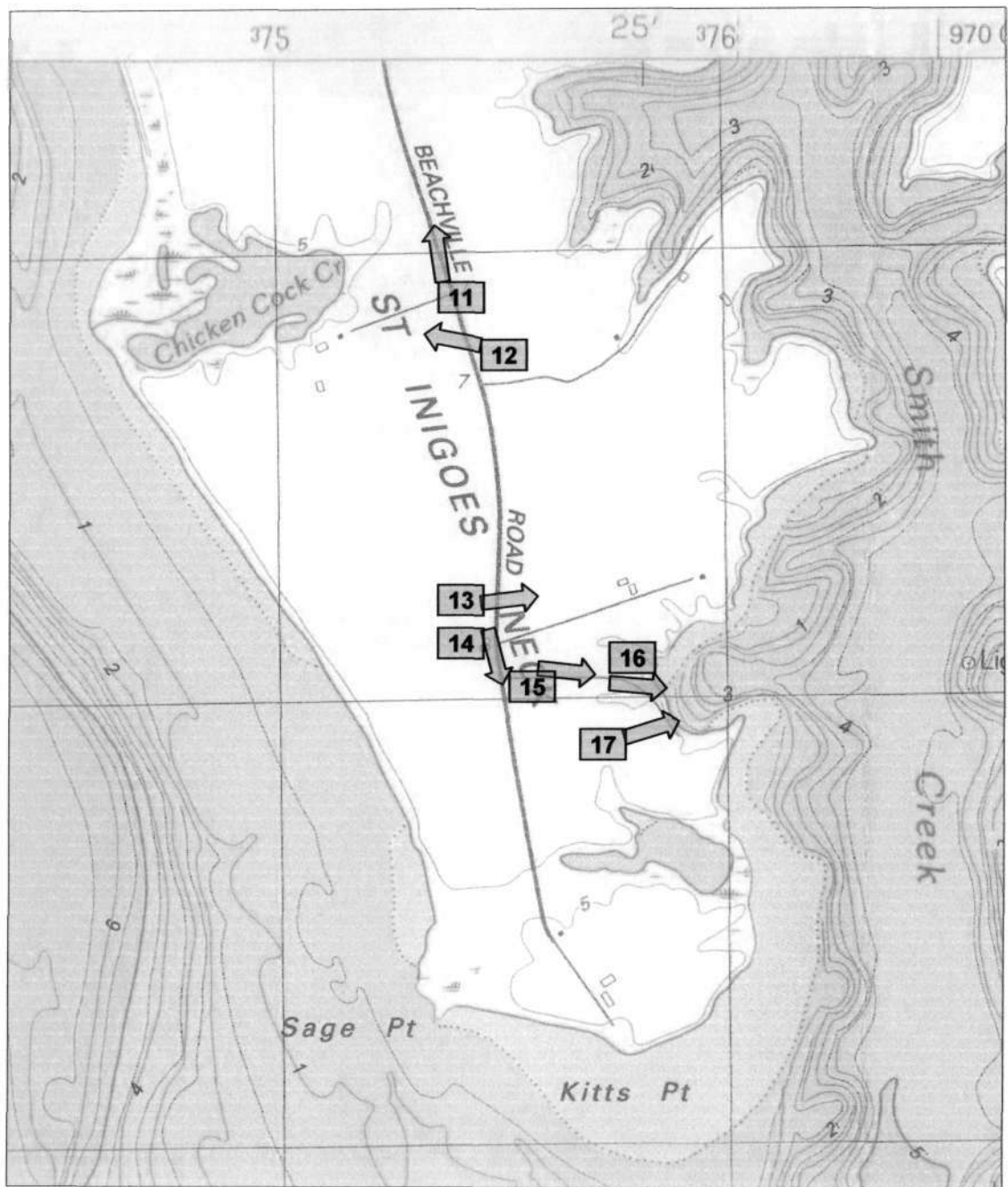
St. Mary's County, MD

Photo Location Key (1 of 2 sheets)

Not to scale



Source: USGS "St. Mary's City"
Quadrangle Map
1987



SM-910 Beachville Road

St. Inigoes vic.

St. Mary's County, MD

Photo Location Key (2 of 2 sheets)

Not to scale



Source: USGS "St. George Island"
Quadrangle Map
1987



Mile 0.0, looking west from Jutland Road
1 of 17



Mile 0.0, looking NW at former school at NW corner of Beachville & Jutland Roads
2 of 17



Mile 0.15, looking east toward Jutland Road
3 of 17



Mile 0.4, looking east from intersection with Grayson Road
4 of 17



Mile 0.4, looking west at community of Beachville
5 of 17



Mile 0.6, house at 47923 Beachville Road, looking south from Beachville Road
6 of 17



Mile 1.0, Looking NW at U.S. Naval Reservation, Webster Field
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Mile 1.25, looking north with Webster Field on left
8 of 17



Mile 1.5, looking east with Barn at St. Inigoes (SM-661) in background
9 of 17



Mile 1.7, looking north in wooded area
10 of 17



Mile 2.4, looking north
11 of 17



Mile 2.6, view of 20th-century farmstead at 47605 Beachville Drive
12 of 17



Mile 2.9, looking east at grouping of barns on east side of road
13 of 17



Mile 2.9, looking south down private road leading to farm on Kitt's Point
14 of 17



Mile 3.0, Looking east along road to St. Inigoes public boat landing
15 of 17



Mile 3.1, View of Smith Creek from parkland at St. Inigoes Public Landing
16 of 17



Mile 3.2 (road terminus): Parking area, bulkhead, and pier at St. Inigoes Public Landing
17 of 17